G. R. S. IX-5]

Previous references.

File No. 66-18

1918-19

Serial Nos. 21, 27,

(P.P.)

Later references.

31, 48,

Preserve
M
20/8/42

GENERAL AND REVENUE SECRETARIAT.

Serial Nos. 21, 27, 31, 48

Part B for January 1919

SUBJECT.

Measures to prevent the unauthorized export of controlled articles by mail.

W D 88—GPB—50,000—24-7-16

G. R. S. III—1] 1918-19

GENERAL AND REVENUE SECRETARIAT.

(P. P.)

NOTES.

File No. 66

FILE HEADING.

Export of food grains from the State

From

The Dy Comr - Chitaldroog Distt

No. 8C 713 Dated 2. 9. 18. Received 5-9-18

Diary No. 4106	Enclos. one Spare Copies.	Serial No. 21

BRIEF ABSTRACT OF LETTER.

Forwards copy of his letter addressed to the Director Civil Supplies proposing measures to prevent un-authorized export of controlled articles by rail.

NOTES AND ORDERS.

Subd. The file may be forwarded unofficially to the Director of Civil supplies for favor of his remarks on the proposals made.

Hg 6/9/18 Chief Secy

DJ 7/9/18

The Dy Comr addressed ten days ahead we may await the latter's

NOTES—First Sheet.

WD 1232—GRB—20,000—18-11-16

4006

G. R. S. III-2]

General and Revenue Secretariat. | P.P File No. 66 of 1918-19

	Serial No.	
		proposal & action.
		In personal.
580-151 7-9-18		Extra number.
		3 The communication is a welcome one & under existing conditions there seems to be no reason why the D.C.S may be written to & asked what the position is & what action if any he proposes to take or recommends be taken in the matter.
		9.9.18. 10/9/18
ND 10/9/18	27	From the Director of Civil Supplies no 2444 & 7.9.18. states that he has received a letter from the Dy Coll - Chitaldroog - that large quantities of ragi are being exported into Davangere & sent across the border secretly either by road or by rail & that he has addressed the Distt Traffic Supdts, Bangalore, Dharwar & Rayapuram that the conducting foodgrains should not be sent to stations within the State except on licenses - Also states that

NOTE—Contn. sheet.

WD A 1789—GPB—60,000—20-3-18—S.

4012 4335
4400

G. R. S. III-2]

General and Revenue Secretariat. | P. P File No. 66 of 1918.

Serial No.

is going to Davangere & will submit a report of the action taken.

31 From the Rev Comr in Mysore No C 611 of 7.9.18

Forwards for info & orders - a copy of his letter to the Director of Civil Supplies - together with a copy of the Chitaldroog Dy Comr's letter - making certain suggestions re the control of food supplies -

4 As stated in para 4 of the Rev Comr's letter - the Director may be asked to send to the Dy Comrs - a weekly statement of the licenses issued by them for export of food-grains by rail from the several ~~for~~ Distts - The same form as for licenses issued by road may be used -

5 A draft Note regarding Navan is put up -

6 The further report promised by the Director in 2 may be awaited regarding the other points noted in the Rev Comr's letter -

10/9/18

12/9/18

NOTE—Contn. sheet.

WD A 1789—GPB—60,000—20-3-18—S.

4400

G. R. S. III-2]

General and Revenue Secretariat.

pp File No. 66 of 1918-19

Serial No.

7 Draft may be approved.

Extraordinary

C&S 14/9/18

14/9/18

735-5
16.9.18.

8 Draft Notification approved.

9 The D.C.S. had better be reminded now of the further report promised 10 days ago. Since no thing has been said about it yet. What steps have been taken to guard against delays of the kind referred to in my minute of 9.9.18.

Rees
17.9.18.

14/9/18

11 Issue

C&S
18/9

48 To

The Compiler, Mysore Gazette

No. S. 5790 S 18-9-18 for publication

Notifies that the Govt of H.H. the Maharaja are pleased to declare that it is necessary for the purpose of securing public safety to control the supply of Navane in the whole of the Tellycherry District.

To

The Director of Civil Supplies

&c.

NOTE—Contn. sheet.

1789—GPB—60,000—20-3-18—

5902 4100 4352 4400 5902

G. R. S. III-2]

General and Revenue Secretariat.

P.P File No. 66 of 1918/19

Serial No.	
	The Revenue Commissioner in Kashmir The Deputy Commissioner of No. 5791-800 dated 18-9-18 District Forwards copies of draft to the Dr of C.S. as proposed in para 9 of his letter dated 20/9/18 Dated 20/9/18 Issued

CHIEF SECRETARY
POLITICAL DEPT
27 JAN. 1919

WD A 1789—GPB—60,000—20-3-19—S.

. Rep on. se no 713 of 1918

Office of the Deputy Commissioner
Chitaldrug District.
Dated Camp Davangere, 2nd September 1918.

From

M. Zahiruddin Mecci Esquire B.A.,
Offg: Deputy Commissioner,
C h i t a l d r u g.

DIARY NO. 4106

19 19

To

C. S. Balasundaram Iyer Esquire B.A.,
Chief Secretary to the Government of
His Highness the Maharaja of Mysore,
B a n g a l o r e.

Sir,

I have the honor to forward herewith for your information and for such action as you may deem proper, copy of my letter Rep msc No. 713 of 17-18 dated 2nd September 1918 to the Director of Civil Supplies in Mysore in the matter of taking some steps to put a stop to the existing practice of unauthorised export &c of controlled articles.

I have the honor to be,
S i r,
Your most obedient servan.,

Offg: Deputy Commissioner,
Chitaldrug District.

S.V.

WD.0463—GPB—3,00,000—21-7-17—S.

191

From The Deputy Commissioner
Chitaldrug Dist

To The Chief Secretary to the
Government of Mysore
Maharaja College
Bangalore

Dated
Despatched } 2nd September 1918.

Received

General No. Ref on Se no 713 dtd
No. 14075

Enclosure No. 1

Forwarding copy of their address
to the Director, Civil Supplies
in Mysore, proposing measure
for preventing unauthorized
Export of Controlled articles by rail.

Ref on 5e 20713 of 17-18

Office of the Deputy Commissioner,
Chitaldrug District.
Dated Camp Davangere, 2nd September 1918.

From

The Deputy Commissioner,
Chitaldrug District.

To

The Director,
Civil Supplies in Mysore,
Bangalore.

Sir,

I have the honor to state, that in the course of my enquiries at Davangere and Harihar during my recent visit thereto, some facts were brought to my notice by the merchants and some leading residents of those towns which seem to account for the abnormal state of things now existing. I mention here some of the more important ones which deserve some immediate action.

(1) Under the present system only a very few persons (mostly belonging to Bombay Presidency) get licenses to export controlled articles while a large majority of the local merchants who used similarly to export food grains and earn legitimate profits, are denied this privilege, thus causing them serious loss. Further the former taking advantage of this, and finding no competitors in the field manage to fix their own prices, rule the market and thus profiteer at the cost of the poor and needy people. To bring about low prices in the market there should be a free competition among the merchants, and to this end the system of issuing licenses for export, should either be altogether abolished or there should be a complete prohibition against the export of controlled articles, in which latter case the local merchants, having no other market outside the State f

their commodities will be forced to sell them at cheaper and reasonable rates locally.

(2) Some of those who thus managed to secure licenses to export by rail did so by misrepresenting that they had already on hand large quantities of food grains, while as a matter of fact they actually began to make purchases only after securing and on the authority of, the licenses issued to them. Further such licensees are said to have exported twice or thrice the quantity licensed on the authority of one and the same license I was also given to understand that the export of controlled articles was being made piece-meal, which enabled the licensee to export larger quantities than actually authorised by the license. As the local authorities have no information of the licenses issued by the Director, they are unable to check such unauthorised exports. As there is no obligation as at present, on the part of the licensees to hand over the licenses to the local authorities it is apparent that there is much scope for surreptitious exports.

(3) It came to my notice at Davangere that the Railway authorities freely allowed export of controlled articles on the authority of licenses issued by the Officers in British Provinces. Any such system will obviously render the Government order on the subject quite inoperative as there is absolutely no check over the exports under such licenses, as the Director or the local authorities, have no information whatever of the same.

(4) It was also alleged that there were cases of export by rail of food grains under the false name of uncontrolled articles such as navane and cotton seed. No arrangement at present exists for the inspection of consignments by rail, by local authorities. Some definite rules for inspection of articles before they leave any station seem necessary for the effective control of unauthorised exports.

With a view to ascertain whether the controlled articles that enter the goods-shed are covered by proper licenses, and to try, as far as possible, to prevent unlicensed exports, I have instructed the Sub Division Officer, Davangere to open an Ookad outside the Railway Goods-shed at Davangere. But it is obvious that this cannot altogether solve the difficulty, without definite rules on the lines indicated above, as it would be quite possible for persons to evade the object aimed at, by misrepresenting that the quantity was for export within the State and not outside it.

(5) Another allegation was that with a view to avoid the difficulty of securing licenses from the Director, some people booked controlled articles to Harihar, where however they were not unloaded, but on the other hand they were carried on further and rebooked from Chellagere and other nearer railway stations, on the other side of the Tungabhadra Bridge. These are matters which require verification before any action can be taken thereon.

(6) Even if there should be no attempts to evade control at the Okkad outside the goods-shed at Davangere, it is obvious that attempts would soon be made to book larger quantities at other railway stations in the District, [illegible] in as much as no Okkads have been established at any other railway station as yet, and there is no check over exports from these. Nor can such Okkads, even if they should be established at every railway station, be of much use as it would be impossible to exercise effective supervision over the work of low paid officials, not to speak of the cost involved. It seems to me, therefore, that a special officer with certain powers to inspect consignments and railway books at any time and at any stage at railway stations is necessary, if the system of licenses to export by rail has to be worked with any advantage.

(7) It has been observed that no less than 200 to 300 carts from Challakere and Hiriyur laden with grain keep passing every day through Chitaldrug to Davangere, while practically not ever

half the supply actually required is available at the weekly santhes at Chitaldrug and similar complaints are being heard from other places where similar weekly santhes are held in the District. It is evident that the only explanation for this is the high and tempting rates that are being offered by the merchants at Davangere for grain which is meant not for local consumption but for export somewhere outside the State, as it is represented that ordinarily not more than a fourth or fifth of this quantity has ever been known to go to Davangere both for local consumption and for export together. The only way to put a stop to such practices seems to me to require all merchants in Davangere and Harihar who are importing food grains in such large quantities, to keep a prescribed register to show the daily receipts and expenditure of controlled articles, and they should further be required to show the names of all persons to whom they might sell more than one palla of any of these grains. I venture to suggest that a register in some such form as noted in the margin may do some good in putting a stop to this abnormal state of affairs.

(8) Summarising the above, I would, with a view to rectify matters, suggest:-

(i) Every application for export of controlled articles by rail should not only mention the name and address of the person from whom the applicant intends to purchase and the exact quantity of the commodity so intended to be purchased but should also be supported by a proper certificate from the local authority of the place to which the articles are intended to be exported, to the effect that there is real need for the commodity at that place.

(ii) Para 2 of Government order No.G.2714-26/Pr 66-18-1 dated 6th August 1918 contemplates that no license for export should be issued unless the officers concerned are satisfied among other things that the export is not abnormal and will not act prejudicially to the interests of the locality of export.

Now so far as Davangere and Harihar are concerned under the circumstances referred to in para (7) supra, it is evident that these 2 towns will always have a supply more than ample s

far as their actual needs are concerned, but almost every Taluk in the District is running a serious risk of having all its stocks depleted, and the interests of almost every town and village in the District have suffered, and the danger is increasing every day. As at present, there is absolutely no check over transport of controlled articles to Davangere or Harihar from any part of the District, and the result is that the object aimed at by the Government order referred to above is completely frustrated. I may add here that the enquiries made by me at several villages disclosed the alarming fact, that persons possessing large stocks of grain, while unwilling to expose them for sale locally, had taken to open their granaries at nights, and cart away the grains to Davangere, so as not to attract the attention of the villagers, and not to be molested or interfered with by them!! I am also given to understand that the laready depleted stocks are in danger of being completely exhausted, unless some effective measures are immediately adopted to put a stop to this reckless export of food grains. I would therefore venture to suggest that no exports to Davangere or Harihar should be allowed from Challakere or Hiriyur, unless the consignment is covered by a certificate from the Amildar that the export does not prejudicially affect the interests of the Taluk. I have been forced to recommend this course, as I have found that repeated appeals to the ryots and owners of stocks at various centres not to withhold the usual supplies to the local markets, even though at a reasonably enhanced rates have not been of much consequence.

(iii) The next question that has to be answered is who is the authority to check the export by rail. It is obvious that the Amildars cannot effectively attend to this as they are itinerant officers and cannot hope to stop at Head Quarters for any length of time. Nor can consignments be long delayed for want of inspection before transport. It seems to me that the only way to exercise effective control over unauthorised exports by rail, seems to be to declare Harihar or Davangere preferably the former as the inspection station, and to appoint a special officer of

proved capacity and character of the status of an Amildar, with powers to inspect the consignments, and allow the transport after necessary scrutiny. It would be necessary to make Harihar his Head Quarters as he can also exercise control over the export of articles by road via the Tungabhadra Bridge, as allegations are not wanting against the unauthorised export of food grains during nights, in spite of the Chkad that has been established there for the purpose.

(iv) Duplicates of licenses issued by the Director should be sent to this special officer proposed above.

(v) The licensee should be required to export the whole quantity covered by the license in one consignment, and return the license with crossed endorsement of rail by the railway authorities to the special officer, who should despatch all such licenses by the next mail to the office of the Deputy Commissioner, or to that of the Director if the special officer should work directly under the control of that officer.

(vi) The railway authorities should be requested not to allow any export of controlled articles outside the State, unless it is covered by a proper license from the Director or one countersigned by him and unless the same has been passed by the special officer.

(9) While at Harihar it was brought to my notice that there was an impression in the affected parts of the Dharwar District that people in Mysore were not sympathetic towards them and that exports had been altogether prohibited, and as a retaliation they had in some cases refused to allow wheat, butter (from Byadagi) and other cereals from being imported therefrom. With a view to dispel any such wrong notions, and more than that, to minimise profiteering and hardships to the poorer classes, I beg to make the following suggestion. Whenever private individuals or committees in such affected centres undertake to import grain from the Mysore State and to sell the same, at no more than a prescribed margin of profit to be fixed and notified by the local authority of such place, indents from such persons or bodies countersigned by such local authority should be freely complied with by the Amildars in

this State. Any such rule, if adopted on any large scale might greatly minimise even if it could not do away the chances of profiteering and the consequent hardships to the poorer classes.

(9) It is also reported that the prices of food grains in several Taluks are showing a tendency to get into line with the rates obtaining at Davangere, which owing to its being the chief exporting centre, mostly at profiteering rates are rather very high and the people all over the District are feeling the pinch. This affords a further reason for immediate action on the lines indicated above.

(10) In the course of my tour, I found on the 31st ultimo no less than 200 carts of grains at Bharmasagar on the way to Davangere not to speak of about a hundred other carts on the road on the way to it. Enquiries showed that not less than 50% of the carts were laden with navane and the people explained to me that the stocks of jola and ragi &c, having nearly been exhausted, people had begun to export navane. As this is also a staple food grain, I think it is desirable that early orders are passed controlling the same. It is remarkable that ~~it~~ Navane is being sold at 7 seers per rupee as against 16 seers a few days ago.

(11) I would, in conclusion, with a view to have such similar matters thoroughly discussed so as to come to a definite understanding without delay, a meeting of officers and some leading merchants now and then seems desirable.

I have the honor to be,

S I R,

Your most obedient servant,

(Sd) Md. Zahiruddin Meeai

Offg: Deputy Commissioner,

Chitaldrug District.

S.V.

"Copy"

Md Zahiruddin Meeai

Dy Commissioner

Chitaldrug Dist

4352

DIARY NO.....

18-11-18

D. O. 2444 one

Office of the Director of Civil Supplies and Controller of Prices in Mysore.

Bangalore, 7th September 1918.

Dear Sir,

I have received a letter from the Deputy Commissioner, Chitaldrug, to the effect that large quantities of ragi are being imported into Davangere and sent across the border secretly either by road or by rail. I went to Tumkur yesterday and saw at the railway stations, Nidiwanda and Dodbele, considerable quantities of ragi stored for being sent to Arsikere or Davangere. I understand that a number of merchants ostensibly from Davangere are buying ragi largely in the Bangalore Market. I think it is necessary that some immediate action should be taken to prevent storage of large quantities of food grains for transport to -- stations near the border so as to facilitate their removal acros the border secretly. I have therefore addressed ~~to~~ the District Traffic Superintendent, Bangalore, Deputy Traffic Manager, Dharwar, and the District Traffic Superintendent, Royapuram, that the controlled food grains should not be sent even to stations within the Mysore State except on certificates issued by me. I enclose copy of my letter to them for your information. This restriction of internal traffic may be in force till some -- arrangement regarding the checking of traffic at terminal -- stations is sanctioned. I am going to Davangere to-night and will submit for the information of Government a report on the further action taken.

Yours Sincerely

C Rangamannarao Sahib

To

C.S. Balasundram Iyer, Esq., B.A.,

Chief Secretary to Government,

B a n g a l o r e.

SSR.

Office of the Director of Civil Supplies
and Controller of Prices in Mysore,

Bangalore Dated 7th September 1918

To

The District Traffic Superintendent, Bangalore.
" Deputy Traffic Manager, Dharwar.
" District Traffic Superintendent, Royapuram,

S i r,

I have the honour to state that under the orders of Govern ment I am in communication with the General Traffic Manager, Madras and Southern Mahratta Railway for the employment of -- Government Inspectors to check the contents of waggons at the three terminal stations near the Mysore frontier , viz., Bisanatham, Harihar and Dodkurugode. Government consider that -- some action is necessary in view of the fact that the price of the staple food grain of the State is rising to an alarming -- extent within the last fortnight, chiefly due to the activities of the export merchants owing to the increased demand for this food grain in parts of the Bombay Presidency. In spire of th fact that no priority certificates are issued export merchants are reported to be buying largely and I am afraid that trans- port of food grains from the stations on the Madras and Southe Mahratta Railway is taking place in a surreptitious manner to an alarming extent until some arrangements are finally decide upon to prevent such surreptitious traffic. I shall be grea ly obliged if you will kindly issue immediate instructions to Stat Masters to refuse booking controlled food grains, viz., Rice, Ragi, Paddy and Jowar even to stations within the State excep on certificates obtained from me. This measure has become nessessary in view of the fact that a large quantity of food grains is being concentrated at the frontier stations without let or hindrance and is carried across the border either thro

rail or by road secretly. The favour of a very early reply in regard to the action taken on this letter may kindly be communicated to me.

I have the honour to be,

S i r,

Your most obedient servant,

Sd. C. Ranganatha Rao Sahib.

Director of Civil Supplies.

SSR.

" C o p y "

CRS

Director of Civil Supplies.

OFFICE OF THE REVENUE COMMISSIONER
IN MYSORE,

4400

Bangalore, 4th September 1918.

No. C 611 G1
2

FROM

K.R. Srinivasaiengar Esq., M.A.,
Revenue Commissioner in Mysore.

To

Chief
The Secretary to the Government of
His Highness the Maharaja of Mysore,
~~Department.~~

SIR,

I have the honor to forward herewith for the information and orders of Government copy of my letter No.C.611/G1 18-19 dated 7- September 1918 to the Director of Civil Supplies in Mysore together with a copy of the letter addressed to that officer by the Deputy Commissioner, Chitaldrug District, making certain suggestions regarding the control of food supplies.

I have the honor to be,

Sir,

Your most obedient servant,

K R Srinivasaiengar

Revenue Commissioner.

M.B.R.

R. C. 4.

From

The *Revenue Commissioner in Mysore.*

To

Chief
The Secretary to the Government of
H. H. the Maharaja of Mysore,
Department.

Dated September 1918.

Despatched

Received 14697

General No.

Enclosure No.

SUBJECT.

Forwards for information and orders, this office letter to the Director of Civil Supplies in Mysore together with a copy of the letter addressed to that officer by the Deputy Commissioner, Chitaldrug making certain suggestions re the control of food supplies.

Office of the Revenue Commissioner in Mysore,

Dated Bangalore, the 4th September 1918.

From

K.R. Srinivasaiengar Esq., M.A.,

Revenue Commissioner in Mysore.

To

The Director of Civil Supplies in Mysore,
Bangalore.

Sir,

I have the honor to invite your reference to letter No. Mis.713 of 17-18 dated 2nd September 1918 from the Deputy Commissioner of Chitaldrug to your address a copy of which has been sent by him for my information. The matter brought to notice by him requires serious consideration.

2. I shall be obliged by your informing me if the Deputy Commissioner is correct in the statement made by him in paragraph 3 of his letter that the Railway Authorities allow export on licenses issued by officers in British India without a license from you. If it is correct, I have no doubt that you will take the necessary measures and put a stop to the practice.

3. With a view to prevent and check mal-practice on the part of the railway subordinates acting in collusion with exporters of grain, it is very necessary that we should station an inspecting officer at Harihar (as also at the terminal stations of other railways) with power to open and examine any waggon that passes outside the State and satisfy himself that the controlled articles are not sent out without a proper license. Unless such action is taken all effort to control traffic will be frustrated by unscrupulous persons among the subordinate railway officials. If this is done it will be quite unnecessary to have any check or

supervision over the transport of grain to Davangere from Chellakere or Hiriyur as proposed by the Deputy Commissioner in paragraph 8(ii) of his letter.

4. I think it is very desirable that the Deputy Commissioners should be kept informed of the licenses issued for export of the controlled grain by rail from the Districts just as the Director is kept informed by them of all road licenses issued by them and I would therefore suggest that a daily or weekly statement of the licenses issued by you may be sent to the Deputy Commissioners concerned for their information.

5. I do not think that the outpost said to have been opened by the Deputy Commissioner outside the goods-shed at Davangere will be of any use as people can easily take the articles into the Railway premises by saying that they are meant for export within the State. I have therefore asked the Deputy Commissioner to remove this outpost at once.

6. I fully agree with the Deputy Commissioner in respect of the suggestion made by him in paragraph 9 of his letter.

7. For reasons explained by the Deputy Commissioner in paragraph 10 of his letter, I think it desirable that Navane should be included in the list of controlled food grains.

I have the honor to be,

Sir,

Your most obedient servant,

K.R. SRINIVASAIENGAR.
Revenue Commissioner.

Copy :

For Revenue Commissione

Letter No.Ref. on S.C. No.713 of 17-18 dated 2nd September 1918 from the Deputy Commissioner, Chitaldrug District, to the Director, Civil Supplies in Mysore, Bangalore

I have the honour to state, that in the course of my enquiries at Davangere and Harihar during my recent visit thereto, some facts were brought to my notice by the merchants and some leading residents of those towns which seem to account for the abnormal state of things now existing. I mention here some of the more important ones which deserve some immediate action.

(1) Under the present system only a very few persons (mostly belonging to Bombay Presidency) get licenses to export controlled articles while a large majority of the local merchants who used similarly to export food grains and earn legitimate profits, are denied this privilege, thus causing them serious loss. Further the former taking advantage of this, and finding no competitors in the field manage to fix their own prices, rule the market and thus profiteer at the cost of the poor and needy people. To bring about low prices in the market there should be a free competition among the merchants, and to this and the system of issuing licenses for export, should either be altogether abolished, or there should be a complete prohibition against the export of controlled articles, in which latter case the local merchants, having no other market outside the State for their commodities will be forced to sell them at cheaper and reasonable rates locally.

(2) Some of those who thus managed to secure licenses to export by rail did so by misrepresenting that they had already on hand large quantities of food grains, while as a matter of fact they actually began to make purchases only after secur-

securing and on the authority of, the licenses issued to them. Further such licensees are said to have exported twice or thrice the quantity licensed, on the authority of one and the same license. I was also given to understand that the export of controlled articles was being made piece-meal, which enabled the licensees to export larger quantities than actually authorised by the license. As the local authorities have no information of the licenses issued by the Director, they are unable to check such unauthorised exports. As there is no obligation as at present, on the part of the licensees to hand over the licenses to the local authorities, it is apparent that there is much scope for surreptitious exports.

(3) It came to my notice at Davangere that the Railway authorities freely allowed export of controlled articles on the authority of licenses issued by the Officers in British Provinces. Any such system will obviously render the Government order on the subject, quite inoperative, as there is absolutely no check over the exports under such licenses, as the Director or the local authorities, have no information whatever of the same.

(4) It was also alleged that there were cases of export by rail of food grains under the false name of uncontrolled articles, such as navane and cotton seed. No arrangement at present exists for the inspection of consignments by rail, by local authorities. Some definite rules for the inspection of articles before they leave any station seem necessary for the effective control of unauthorised exports.

With a view to ascertain whether the controlled articles that enter the goods-shed are covered by proper licensees and to try, as far as possible to prevent unlicensed exports, I have instructed

instructed the Sub Division Officer, Davangere to open an Ookad outside the Railway Goods-shed at Davangere,. But it is obvious that this cannot altogether solve the difficulty, without definite rules on the lines indicated above, as it would be quite possible for persons to evade the object aimed at, by misrepresenting that the quantity was for export within the State and not outside it.

(5) Another allegation was that with a view to avoid the difficulty of securing licenses from the Director, some people booked controlled articles to Harihar, where however they were not unloaded; but on the other hand they were carried on further and rebooked from Chellakere and other nearer railway stations, on the other side of the Tungabhadra Bridge. These are matters which require verification before any action can be taken thereon.

(6) Even if there should be no attempts to evade control at the Ookad outside the goods-shed at Davangere, it is obvious that attempts would soon be made to book larger quantities at other railway stations in the District, in as much as no Ookads have been established at any other railway station as yet, and there is no check over exports from these. Nor can such Ookads, even if they should be established at every railway station, be of much use as it would be impossible to exercise effective supervision over the work of low paid officials, not to speak of the cost involved. It seems to me, therefore, that a special officer with certain powers to inspect consignments and railway books at any time and at any stage at railway stations is necessary, if the system of licenses to export by rail has to be worked with any advantage.

7) It has been observed that no less than 200 to 300 carts

arts from Challakere and Hiriyur laden with grain keep passing every day through Chitaldrug to Davangere, while practically not even half the supply actually required is available at the weekly santhes at Chitaldrug, and similar complaints are being heard from other places where similar weekly santhes are held in the District. It is evident that the only explanation for this is the high and tempting rates that are being offered by the merchants at Davangere for grain, which is meant not for local consumption but for export somewhere outside the State, as it is represented that ordinarily not more than a fourth or fifth of this quantity has ever been known to go to Davangere, both for local consumption, and for export, together. The only way to put a stop to such practices seems to me to require all merchants in Davangere, and Harihar who are importing food grains in such large quantities, to keep a prescribed register to show the daily receipts and expenditure of controlled articles, and they should further be required to show the names of all persons to whom they might se more than one palla of any of these grains. I venture to suggest that a register in some such form as noted in the margin may do some good in putting a stop to this abnormal state of affairs.

(8) Summarising the above, I would, with a view to rectify matters, suggest:--

(i) Every application for export of controlled articles by rail should not only mention the name and address of the person from whom the applicant intends to purchase, and the exact quantity of the commodity so intended to be purchased but should also be supported by a proper certificate from the local authority of the place to which the articles are intend to be exported, to the effect that there is real need for the

commodity

commodity at that place.

(ii). Para 2 of Government Order No.G.2714-26/P.P. 66-18-1 dated 6th August 1918, contemplates that no license for export should be issued, unless the officers concerned are satisfied among other things that the export is not abnormal, and will not act prejudicially to the interests of the locality of export.

Now so far as Davangere and Harihar are concerned under the circumstances referred to in para (7) supra, it is evident that these 2 towns will always have a supply more than ample so far as their actual needs are concerned, but almost every Taluk in the District is running a serious risk of having all its stocks depleted, and the interests of almost every town and village in the District have suffered, and the danger is increasing every day. As at present, there is absolutely no check over transport of controlled articles to Davangere or Harihar from any part of the District, and the result is that the object aimed at by the Government order referred to above is completely frustrated. I may add here that the enquiries made by me at several villages disclosed the alarming fact, that persons possessing large stocks of grain, while unwilling to expose them for sale locally, had taken to open their granaries at nights, and cart away the grains to Davangere, so as not to attract the attention of the villagers, and not to be molested or interfered with by them! I am also given to understand that the already depleted stocks are in danger of being completely exhausted, unless some effective measures are immediately adopted to put a stop to this reckless export of food grains. I would therefore venture to suggest that no exports to Davangere or Harihar should be allowed from Challakere or Hiriyur unless the consignment is covered by a certificate from the Amildar that the export does not prejudicially affect

affect the interests of the Taluk. I have been forced to recommend this course, as I have found that repeated appeals to the ryots and owners of stocks at various centres not to withhold the usual supplies ~~supplies~~ to the local markets, even though at a reasonably enhanced rates, have not been of much consequence.

(iii) The next question that has to be answered is who is the authority to check the export by rail. It is obvious that the Amildars cannot effectively attend to this as they are itinerant Officers and cannot hope to stop at Head Quarters for any length of time. Nor can consignments be long delayed for want of inspection before transport. It seems to me that the only way to exercise effective control over ~~x~~ unauthorised exports by rail, seems to be to declare Harihar or Davangere preferably the former as the inspection station, and to appoint a special officer of proved capacity and character of the status of an Amildar, with powers to inspect the consignments, and allow the transport after necessary scrutiny. It would be necessary to make Harihar his Head Quarters as he can also ~~exercise~~ control over the export of articles by road via the Tungabhadra Bridge, as allegations are not wanting against the unauthorised export of food grains during nights, in spite of the Ookad that has been established there for the purpose.

(iv) Duplicate of licenses issued by the Director should be sent to this special officer proposed above.

(v) The licensee should be required to export the whole quantity covered by the license in one consignment, and return the license with crossed endorsement if need be by the railway authorities to the special officer, who should despatch all such licenses by the next mail ~~xk~~ to the office of the

the Deputy Commissioner, or to that of the Director if the special officer should work directly under the control of that officer.

(vi) The railway authorities should be requested not to allow any export of controlled articles outside the State, unless it is covered by a proper license from the Director or one countersigned by him and unless the same has been passed by the special officer.

9. While at Harihar it was brought to my notice that there was an impression in the affected parts of the Dharwar District that people in Mysore were not sympathetic towards them and that exports had been altogether prohibited, and as a retaliation they had in some cases, refused to allow wheat, butter (from Byadagi) and other cereals from being imported therefrom. With a ~~xxix~~ view to dispel any such wrong notions, and more than that, to minimise profiteering and hardships to the poorer classes, I beg to make the following suggestion. Whenever private individuals or committees in such affected centres undertake to import grain from the Mysore State and to sell the same, at no more than a prescribed margin of profit to be fixed and notified by the local authority of such place, indents from such persons or bodies countersigned by such local authority should be freely complied with by the Amildars in this State. Any such rule, if adopted on any large scale, might greatly minimise, even if it could not do away the chances of profiteering, and the consequent hardships to the poorer classes.

(9) It is also reported that the prices of food grains in several Taluks are showing a tendency to get into line with the rates obtaining at Davangere, which owing to its being the chief

chief exporting centre, mostly at profiteering rates, are rather very high and the people all over the District are feeling the pinch. This affords a further reason for immediate action on the lines indicated above.

(10). In the course of my tour, I found on the 21st ultimo no less than 200 carts of grains at Bharmasagar on the way to Davangere not to speak of about a hundred other carts on the road on the way to it. Enquiries showed that not less than 50% of the carts were laden with navane and the people explained to me that the stocks of jola and ragi etc., having nearly been exhausted, people had begun to export navane. As this is also a staple food grain, I think it is desirable that early orders are passed controlling the same. It is remarkable that navane is being sold at 7 seers per rupee as against 16 seers a few days ago.

(11). I would, in conclusion, with a view to have such similar matters thoroughly discussed so as to come to a definite understanding without delay, a meeting of offieers and some leading merchants now and then seems desirable.

" C o p y "

Revenue Commissioner.

B.R.

Recd at 4-30 p.m. on 18-9-18

P.N. 66-18
Serial 48

Notification
G 5790 d/ 18-9-18

In pursuance of Rule 3 B (1) of the Rules issued under Section 2 of the Defence of India (Criminal Law Amendment) Act, 1915 as introduced into Mysore by Regn I of 1918, the Govt of H.H the Maharaja are pleased to declare that it is necessary for the purpose of securing the public safety to control the supply of Nivane (Italian nickel-Latin Panicum Italicum) in the whole of the Mysore State.

B.O.

CSB
14/9/18

P.O. 19/12/18 Chief Secy

To the Computer - Mysore Gazette for Publication.

× give the English name also (see paragraph).

Recd
14.9.18

Copies to

1) The Director of Civil Supplies
2) The Revenue Inspector
3) The Officers of Depots

B.O.

Secretary

S 8745/25/9/16

To

The Director of Civil
Supplies in
Mysore

Sir,

I am directed to
Your attention
invite reference to
your letter No 2444
dated 7th Sept 1916
regarding the action
necessary to prevent
the transit of large quan-
tities of food grains
at frontier stations
& to request that
further report
raised may
be furnished

OCT 1918

No. 3198
ENCL. 2

Office of the Director of Civil Supplies
and Controller of Prices in Mysore,
Kitchetty Chathram Road,

Bangalore City, 27th/30 September 1918.

16917

CHIEF SECRETARIAT
II
POLITICAL BRANCH.
1 OCT 1918

5902
DIARY NO.....

From

C. Ranganatha Rao Sahib, Esq., B. A., B. L.,
Director of Civil Supplies and Controller of Prices.

To

C. S. Balasundaram Iyer, Esq., B.A.,
Chief Secretary to the Government of
His Highness the Maharaja of Mysor
Bangalore.

Sir,

I have the honour to forward herewith for information of Government a copy of my letter No.16 of the 24/26th instant to the Deputy Commissioner of Chitaldroog in reply to his ~~letter~~ letter, copy enclosed, containing suggestions for remedying the situation regarding the supply and prices of food grains in -- Davengere.

I have the honour to be,
Sir,
Your most obedient servant,

C Ranganatha Rao Sahib
Director of Civil Supplies.

N.P.S.

DIF OCT 1918

Office of the Director of Civil Supplies,
and Controller of Prices in Mysore,
Dated Bangalore 24th September 1918.
(Camp) Mysore 26

From

C. Ranganatha Rao Sahib, Esquire, B.A., B.L.,
Director of Civil Supplies and Controller of Prices.

To

The Deputy Commissioner,
Chitaldrug District,
Chitaldrug.

Sir,

I have the honour to acknowledge receipt of your letter of the 2nd September 1918 containing your suggestions for remedying the situation which has been created in regard to the supply and prices of food grains. I regret the delay in acknowledging your letter. As you are probably aware the results of the action taken by Government have become apparent, and the situation has altered since you wrote your letter. I hope, however, you will permit me to reply to your letter in detail.

1. In the first paragraph of your letter you state that licenses for the export of controlled articles are given mostly to persons belonging to the Bombay Presidency. I believe you mean by "licenses" priority certificates issued by me entitling the holders for the supply of waggons. I may state that no priority certificates have been issued by me since the 3rd August and that the licenses you refer to are probably Advice Slips issued by Collectors in the Bombay Presidency giving information of the fact that priority certificates have been issued in their favour by the Director of Civil Supplies, Bombay and forwarded to me for endorsement. I may state that unless such certificates are endorsed by me they are of no validity and no grain can be exported on their authority.

2. It is possible that the Bombay authorities may have been induced to issue priority certificates on representations of merchants to the effect that ragi had already been purchased by them but as no action has been taken on such certificates their representations, if any, hatte had no effect. It is quite true that the export of controlled food grains is "piece-meal" by which I understand you to mean that goods authorised to be transported are not sent at one and the same time. You will observe that the removal of goods depends upon the capacity of the railway and we can issue no directions to the Railway Authorities on this subject.

3. You state that the Railway Authorities freely allow export of controlled articles on the authority of licenses issued by the Officers in British India. It is true that this was the situation about three months ago. It has long since been remedied and no priority certificate issued by the Director of Civil Supplies, Bombay, has any validity until it is endorsed by me.

4. You state that it is alleged that controlled food grains are exported under the name of uncontrolled articles such as Cotton seed. The General Traffic Manager, Madras and Southern Mahratta Railway, has promised complete co-operation, and has issued very strict orders. If any instance of such consignment is brought to your notice I shall take all action necessary to get the delinquents punished. I understand that your scheme of an Ookad outside the Railway Goods Shed at Davangere has since been abandoned.

5. The remarks made above will also I believe meet the allegations to which you refer in this paragraph.

6. The General Traffic Manager has been addressed in regard to the employment of inspectors at terminal stations with power to examine the contents of suspicious waggons. No under-

standing has yet been reached, but, as you are aware, an Inspector has been stationed at Davangere to inspect booking of waggons and take all action that may be necessary to prevent the export of unauthorised food grains.

7. I regret that I do not see the advantage of opening a register as suggested by you in paragraph 7. It seems to me that efficient check on railway bookings and prosecution in the case of one or two instances of transport either by road or by rail will be a very satisfactory remedy.

8. In the eigth paragraph of your letter you offer certain suggestions and I hope you will permit me to refer to them seriatem.

(i) You suggest that in regard to exports by rail the certificate should mention that the articles are required in the place to which they are proposed to be sent. I may mention for your information that the Director of Civil Supplies has no powe to issue a certificate unless he has reason to believe that the traffic is essential.

(ii) I regret I do not agree with you in the suggestion that no exports should be permitted either to Davangere or Harihar from other taluks except under a certificate issued by the Amildar. I very much fear that interference with inter-taluk traffic is likely to lead to very large abuses. I however agree that concentration of food grains at the frontiers should be prevented as much as possible. I have therefore requested the Railway authorities not to book food grains even to stations within the State except under certificates issued by me. This will prevent export from distant places to Davangere when it does not pay merchants to cart the grain all the distance. The road traffic is unaffected and it is true that food grains from localities from which the cost of road transport is not prohibitive will probably come into Davangere or Harihar. It seems to me that the remedies already suggested

in paragraph 7 of my letter should be relied upon toprevent their surreptitious removal across the border. I may mention that the Inspector-General of Police considers that patrol party under an Assistant Superintendent of Police stationed at Davangere will be of much use to prevent surreptitious road traffic. I understand he will address Government for sanction to entertain the necessary staff.

(iii) You suggest that an Officer should be stationed at Harihar "with powers to inspect consignments and allow transport after scrutiny". I have already stated that this subject is under discussion with the General Traffic Manager, Madras and Southern Mahratta Railway, without whose consent nothing can be done.

(iv & v) Necessary information inregard to the issue of priority certificates will of course be sent to the Officers stationed at the terminal station if such a one is appointed but it is impracticable to ask the railway authorities to transport the quantity referred to in a certificate all at one time for reasons I have explained above.

(vi) As I have stated already the Railway authorities have agreed not to export controlled food grains except under certificates issued by me.

9. You suggest that indents by private individuals or Committees formed in British India should be freely complied with provided they agree to sell "at no more than a prescribed margin of profit". I beg to suggest that we might restrict ourselves to sending such food grains as we can spare withhout any investigation as to the prices at which they are sold. In spite of the fact that the prices of food grains ruling in the Bombay Presidency are much higher than what they prevail in our State there is a very large demand for them. Any effort on our part to assist in the artificial reduction of such prices is sure to cause an increase in the demand for grains and lead to a further depletion of our stocks. There is no doubt that the prices of food grains in the several

taluks of your District will fall into line with those prevailing at Davangere. All that we can do it seems to me is to try and keep them as much under our control as possible by keeping a check on exports and insisting upon retail sales of food grains supplied under priority certificates to prevent hoarding either by merchants or by consumers.

10. Action has already been taken in regard to your recommendation that Navane should be brought among the list of controlled food grains.

11. You are probably aware that I was at Davangere between the 8th and the 10th instants. During that period the Merchants of Davangere decided to establish a Food Stuffs Committee with Mr. Devendrappa as Chairman. The Object of the Committee was to import necessary food grains and sell them retail to consumers in Davangere. I have since been requested by the Sub Division Officer to allow the import into Davangere of large quantities of food grains alleged to have been purchased by the merchants of the place in other parts of the State. I know that a large quantity of food grains are already stored in Davangere and large imports into that place from other markets are sure to send up prices and create unrest which as you will agree should be avoided as much as possible. I have sent 11 waggonsloads of ragi belonging to a Belgaum merchant to the care of the Sub Division Officer on the understanding that the ragi should be sold retail at 10 seers a rupee at Davangere and Harihar. As it is entirely out of question to send ragi to Davangere from other parts of the State atleast for some time to come I should suggest for your consideration that the Food Stuffs Committee may be requested ~~kmmy~~ to use all their influence and get the merchants to put their stocks on the local market for retail sale.

I have the honour to be,

Sir,

Your most obedient servant,

C Ranganathan New Delhi

SSR.

Director of ~~Civil Supplies~~.

Letter No.713 dated 2nd September 1918 from the Deputy Commissioner, Chitaldrug District, to the Director of Civil Supplies in Mysore, Bangalore.

"I have the honour to state, that in the course of my enquiries at Davangere and Harihar during my recent visit thereto, some facts were brought to my notice by the merchants and some leading residents of those towns which seem to account for the abnormal state of things now existing. I mention here some of the more important ones which deserve some immediate action.

(1) Under the present system only a very few persons (mostly belonging to Bombay Presidency) get licenses to export controlled articles while a large majority of the local merchants who used similarly to export food grains and earn legitimate profits, are denied this privilege, thus causing them serious loss. Further the former taking advantage of this, and finding no competitors in the field, manage to fix their own prices, rule the market and thus profiteer at the cost of the poor and needy people. To bring about low prices in the market there should be a free competition among the merchants and to this end the system of issuing licenses for export, should either be altogether abolished, or there should be a complete prohibitinn against the export of controlled articles, in which latter case the local merchants, having no other market outside the State for their commodities will be forced to sell them at cheaper and reasonable rates locally.

(2) Some of those who thus managed to secure licenses to export by rail did so by misrepresenting that they had already on hand large quantities of food grains, while as a matter of fact they actually began to purchase only after securing and on the authority of, the licenses issued to them. Further such licenses are said to have exported twice or thrice the quantity licensed on the authority of one and the same license. I was also given to understand that the export of controlled articles was being made piecemeal which enabled the licensees to export larger quantities than actually authorised by the license. As the local authorities have no information of the

licenses issued by the Director they are unable to check suc authorised exports. As there is no obligation as at present the part of the licensees to hand over the licenses to the loc authorities, it is apparent that there is much scope for surre exports.

(3) It came to my notice at Davangere that the railway authori ies freely allowed export of controlled articles on the authority icenses issued by the Officers in British Provinces. Any such sy em will obviously render the Government Order on the subject quite noperative, as there is absolutely no check over the exports under uch licenses, as the Director of the/local authorities, have information hatever of the same.

(4) It was also alleged that there were cases of export by rail f food grains under the false name of uncontrolled articles such as avane and cotton seed. No arrangement at present exists for the nspection of consignments by rail, by local authorities. Some efinite rules forthe inspection of articles before they leave any tation seem necessary for the effective control of unauthorised xports. With a view to ascertain whether the controlled articles hat enter the goods shed are covered by proper licenses, and to try, as far as possible, to prevent unlicensed exports, I have instructed the Sub Division Officer, Davangere to open an Ookad outside the railway goods shed at Davangere. But it is obvious that this cannot altogether solve the difficulty, without definite rules on the lines indicated above, as it would be quite possible for persons to evade the object aimed at, by misrepresenting that the quantity was for export within the State and not outside it.

(5) Another allegation was that with a view to avoid the difficulty of securing licenses from the Director, some people booked controlled article at Harihar, where, however, they were not unloaded but on the other hand they were carried on further and rebooked from Chellakere and other nearer railway stations, on the other side of the Tungabadra bridge. These are matters which require verification before any action cam be taken thereon.

(6) Even if there should be no attempts to evade control at the Ukkad outside the goods-shed at Davangere, it is obvious that attempts would soon be made to book larger quantities at other railway Stations in the District, in as must as no Ukkads have been established at any other railway station as yet, and there is no check over exports from these. Nor can such Ukkads, even if they should be established at every railway station, be of much use as it would be impossible to exercise effective supervision over the work of low paid officials, not to speak of the cost involved. It seems to me, therefore, that a special office: with certain powers to inspect consignments and railway books at any time and at any stage at Railway Stations is necessary, if the system of licenses to export by rail has to be worked with any advantage.

(7) It has been observed thatno less than 200 to 300 carts from Challkere and Hiriyur laden with grain keep passing every day through Chitaldrug to Davangere, while practically not even half the supply actually requred is available at the weekly santhes at Chitaldrug, and similar complaints are being heard from other places where similar weekly santhes are held in the District. It is evident that the only explanation for this is the high and tempting rates that are being offered by the merchants at Davangere for grain, which is meant not for local consumption, but for export somewhere outside the State, as it is represented that ordinarily not more than a <u>fourth or fifth</u> of this quantity has ever been known to go to Davangere, both for <u>local consumption and for export together</u>. The only way to put stop to such practices seems to me to require all merchants in Davangere and Harihar who are importing food grains in such large quantities, to keep a <u>proscribed register</u> to show the daily receipts and expenditure of controlled articles and they should further be required to show the names of all person to whom they might sell more than one palla of any of these grains. I venture to suggest that a register in some such form as noted in the margin may do some good in putting a stop to this abnormal state of affairs.

1 Date.
2 Balance of Stock on hand with particulars of Commodity.
3 Receipts.
4 Expenditure - Local Consumption / Export with details etc: Licenses covering such export
5 Name of the person to whom one palla or more of Controlled article is sold.

(8) Summarising the above, I would, with a view to rectify matte suggest:--

(i) Every application for export of controlled articles by rail should not only mention the name and address of the person from whom the applicant intends to purchase, and the exact quantity of the commodity so intended to be purchased, but should also be supported by a proper certificate from the local authority of the place to which the articles are intended to be exported, to the effect that there is real need for the commodity at that place.

(ii) Para 2 of Government Order No.G.2714-26/PP 66-18-1 dated 6th August 1918, contemplates that no license for export should be issued, unless the officers concerned are satisfied among oth things that the export is not abnormal, and will not act prejudicially to the interests of the locality of export.

Now so far as Davangere and Harihar are concerned under the circumstances referred to in para (7) supra, it is evident that these 2 Towns will always have a supply more than ample so far as their actual needs are concerned, but almost every Taluk in the District is running a serious risk of having all its stocks deplet and the interests of almost every town and villege in the District have suffered, and the danger is increasing every day. As at pre sent, there is absolutely no check over transport of controlled articles to Davangere or Harihar from any part of the District, and the result is that the object aimed at by the Government order referred to above is completely frustrated. I may add here that the enquiries made by me at several villages disclosed the alarming fact, that persons possessing large stocks of grain, while unwilling to expose them for sale locally, had taken to open their granaries at nights, and cart away the grains to Davangere, so as not to attract the attention of the villagers, and not to be molested or interfered with by them!! I am also given to understand that the already depleted stocks are in danger of being completely exhausted, unless some effective measures are immediately adopted to put a stop to this reckless export of food grains. I would

therefore venture to suggest that no exports to Davangere or Harihar should be allowed from Challakere or Hiriyur unless the consignment is covered by a certificate from the Amildar that the export does not prejudicially affect the interests of the Taluk. I have been forced to recommend this course, as I have found that repeated appeals to the ryots and owners of stocks at various centres not to withhold the usual supplies to the local markets, even though at a reasonably enhanced rates, have not been of much consequence.

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--------x---------

" C O P Y "

Ranganathan Sahib

Director of Civil Supplies.